

### SAILING DIRECTIONS CORRECTIONS

**PUB 160                      1 Ed 1998                      LAST NM 1/02**

Page 130—Line 29/L; insert after:

Vessels equipped with VHF should contact the Port Control Signal Station as soon as the vessel enters within VHF range.

(BA NP 286(3)) 7/02

**PUB 172                      9 Ed 2001                      LAST NM 6/02**

Page 22—Line 27/R; read:

**Pilotage.**—Pilotage is compulsory. A Mooring Master will board the vessel within 2

(BA NP 286(3)) 7/02

Page 22—Line 42/R; read:

16, 78, and 79 or by radiotelephone. Vessels should contact the terminal via VHF 6 hours prior to arrival.

The International Code of  
(BA NP 286(3)) 7/02

Page 23—Lines 55 to 56/R; read:

are boarded in the charted Waiting Area.

(BA NP 286(3); US CH 62195) 7/02

Page 24—Line 58/R; insert after:

Vessels leaving the terminal and intending to use the northbound traffic lane should inform other vessels of their intentions on VHF and should enter the northbound traffic lane only when there is no southbound traffic in the vicinity.

(BA NP 286(3)) 7/02

Page 25—Lines 19 to 55/R; read:

**2.9 Zeit Bay Terminal** (27°51'N., 33°36'E.) (World Port Index No. 47985) consists of a Single Buoy Mooring (SBM) located about 1 mile ESE of Umm al Kiman.

**Depths—Limitations.**—The berth will accept vessels up to 240,000 dwt, with a maximum length of 198m and a maximum allowable draft of 18.5m. Vessels should arrive trimmed 2m by the stern.

Berthing, which may be prevented by winds greater than 25 knots, is accomplished in daylight only, and must be completed by 1600. Unberthing may be done at any time.

**Aspect.**—The SBM is colored yellow and has a light.

**Pilotage.**—Pilotage is compulsory. The pilots board in the charted Waiting Area located about 1.2 miles SE of the terminal.

**Regulations.**—Vessels should contact the facility, call sign Zeit Bay, 4 hours before arrival, on VHF channel 16. Marine Control should be contacted before approaching if it is necessary to use the Waiting Area.

**Anchorage.**—A waiting anchorage, which is also used by vessels at East Zeit Bay Terminal, is located in Bughaz el-Zeit, and may best be seen on the chart. The anchorage,

which is 1 mile in radius, shows charted depths of 20 to 38m, over a bottom charted as coral, holding quality unknown.

**East Zeit Bay Terminal** (27°50'N., 33°36'E.), about 1.2 miles N of Zeit Bay Terminal, also consists of a Single Buoy Mooring (SBM).

**Depths—Limitations.**—The terminal accepts vessels up to 128,000 dwt, but no less than 35,000 dwt. The distance between the vessel's bow and its manifold must be no greater than 137m. The maximum allowable draft 18.3m.

Vessels should arrive trimmed 1.2 to 1.8m by the stern.

Vessels are berthed during daylight hours only. Unberthing can be done at any time.

**Pilotage.**—Pilotage is compulsory. The pilots board in the charted Waiting Area located about 1.2 miles SE of Zeit Bay Terminal.

**Regulations.**—Vessels should send their ETA to the terminal operators at least 72 hours in advance, confirming 24 hours and 12 hours prior to arrival.

Vessels should contact the terminal, call sign East Zeit Terminal, 4 hours before arrival on VHF channel 13. The terminal should be contacted before approaching if it is necessary to use the Waiting Area.

**Anchorage.**—A waiting anchorage, which is also used by vessels at Zeit Bay Terminal, is located in Bughaz el-Zeit, and may best be seen on the chart. The anchorage, which is 1 mile in radius, shows charted depths of 20 to 38m, over a bottom charted as coral, holding quality unknown.

(BA NP 286(3); BA NP 64, Supp. 5/1998;

US CH 62191) 7/02

Page 26—Lines 9 to 12/L; read:

Zeit Bay LPG Terminal has been established on the NE shore of Ghubbat Az Zayt. The terminal can accommodate vessels up to 2,500 dwt, with a maximum length of 108m and a maximum draft of 5m. Berthing may be delayed if the wind speed exceeds 19 knots.

Pilotage is compulsory. Pilots board in the charted Waiting Area located 3 miles S of Zeit Bay Terminal.

The vessel's ETA must be sent 48 hours in advance.

(BA NP 64, Supp. 5/1998; US CH 62191) 7/02

Page 80—Line 17/R; read:

A Vessel Traffic Service Station, call sign VTS Gulf of Aqaba, has been established to

(BA NP 286(3)) 7/02

Page 80—Line 24/R; insert after:

A radar station, call sign Salam, has been established at Nabq (28°05'N., 34°26'E.). Vessels approaching the station can obtain local navigation information, on VHF channels 13 and 16, when in the following positions:

1. About 1.3 miles S of Ras Nasrani.

2. About 1.2 miles NW of the light on Jackson Reef.

(BA NP 286(3); US CH 62222) 7/02

**PUB 172 (Continued)**

Page 170—Lines 11 to 18/L; read:

basin is dredged to a depth of 15m (2000); the center part is dredged to a depth of 12.5m (1986); and the S part is dredged to a depth of 7m (1986).

The harbor breakwaters extend about 0.6 mile from the coast and form an entrance about 215m wide.

The port provides about 1,070m of total berthage. Berthing information is given in the accompanying table. There are several mooring

(BA NP 63, Supp. 8/2001; US NM 12/62366/01) 7/02

Page 170—Line 23/L; insert after:

New table titled "**Fujayrah Harbor Berthing Information (2001)**" from back of this Subsection.

(BA NP 63, Supp. 8/2001; Fairplay Ports Guide; US NM 12/62366/01) 7/02

Page 170—Line 30/L; read:

channel, 0.8 mile long, which has a least depth of 17m.

(BA NP 63, Supp. 8/2001) 7/02

Page 170—Line 29/R; read:

**Regulations.**—Vessels are required to pass starboard-to-starboard when entering and leaving the harbor, as shown on the chart. This ensures that inbound vessels have sufficient time to establish their inbound transit before passing between the mole heads; outbound vessels may turn immediately to port when clear of the head of the N mole.

**Anchorage.**—Six designated anchorage areas, the limits of

(BA NP 63, Supp. 8/2001) 7/02

Page 170—Lines 42 to 43/R; read:

5. Anchorage Area V (4 miles ENE of the entrance to Fujayrah Harbor)—inbound vessels using the Van Omeran Tanker Terminal.

6. Anchorage Area W—vessels awaiting a berth in the port.

(BA NP 63, Supp. 8/2001) 7/02

Page 170—Line 55/R; insert after:

Vessels making a passage in the vicinity of position 25°12'N, 56°36'E should keep well clear of large tankers carrying out ship-to-ship operations in this area. These vessels, which are operating in pairs and are underway throughout the operation, are difficult to maneuver and should be displaying signals for vessels engaged in special operations.

(BA NP 63, Supp. 8/2001) 7/02

Page 263—Line 16/L; read:

buoyed channel for tankers with a draft of 15.85m or over,

(BA NP 283(3)) 7/02

Page 263—Line 30/L; read:

excess of 15.85m must give their ETA at the pilot boarding

(BA NP 286(3)) 7/02

**PUB 195 6 Ed 1999****LAST NM 6/02**

Page 109—Lines 51 to 55/R; read:

**9.20 Karlsborg** (65°48'N., 23°17'E.) (World Port Index No. 27280), an important timber-exporting center, is the port for Kalix, which stands on the E side of Kalix Alv, 5 miles NW.

(Fairplay Ports)

7/02

Page 110—Lines 12 to 21/L; read:

**Depths—Limitations.**—The recommended track, which may best be seen on the chart, leads 5 miles NW from a position 1.5 miles SW of Maloren Light to abreast of Nordvastgrundet Shoal. It then leads N for about 6.5 miles to a position about 1 mile S of Halsoklippor Light (65°43'N., 23°27'E.). The route continues in a NW direction for 4.5 miles, passing close SW of Trutskarsbaden Light (65°44'N., 23°23'E.), into Repskarsfjarden. The facilities at Karlsborg, at the NW end of Repskarsfjarden, and Axelsvik, at the NE side, can then be easily entered.

The main approach channel leading from seaward into Repskarsfjarden is authorized for drafts up to 8.8m. The main fairway leading to Karlsborg from Repskarsfjarden is authorized for drafts up to 6m. A buoyed channel, which is authorized for drafts up to 1.5m, leads up the river to a small craft harbor at Kalix.

The main facilities at Karlsborg consist of Massakajen, a wood pulp quay fronting the sulphate factory, which is 140m long and has a depth of 6.9m alongside; and Trakajen, a stone and concrete quay, which is 270m long and has a depth of 6.2m alongside.

The main facilities at Axelsvik (65°46'N., 23°22'E.) consist of an oil quay, 60m long, with a depth of 10m alongside. Tankers up to 25,000 dwt and 8.8m draft can be handled, but the berth is very exposed.

(BA NP 20; Lloyds Ports)

7/02

Page 110—Lines 29 to 58/L; read:

The approach channel is indicated by lighted ranges and sector lights. The fairway is marked, in places, by buoys and beacons.

**Pilotage.**—Pilotage is compulsory. Pilots must be requested through the Lulea VTS station and will board vessels about 1 mile E of Farstugrunden Light (65°20'N., 22°45'E.) (see paragraph 9.15).

**Anchorage.**—Anchorage may be obtained in depths of 13 to 14m, mud, in the S part of Repskarsfjardean, about 0.9 mile W of Trutskarsbaden Light (65°44'N., 23°23'E.).

Anchorage may be obtained by small vessels in depths of 8 to 10m, mud, within Rossorsundet, about 1.8 miles SSW of Karlsborg.

**9.21 Inner Channel.**—An inshore route, well marked by buoys, leads from Lulea to Harparanda (65°50'N., 24°08'E.), about 50 miles ENE. It is used by small vessels, with local knowledge, and is authorized for drafts up to 3.2m.

Several shallow entrance channels branch off from this inshore route and lead to numerous small craft harbors. Most

**PUB 195 (Continued)**

of these small harbors were former timber-loading places that are now used only by local fishing vessels and recreational craft.

**9.22 Sandvik** (65°44'N., 23°46'E.) (World Port Index No. 27330), a small timber-loading place, is situated on the N side of the island of Seskaro, at the head of Sanviken. A concrete quay, 150m long, fronts a sawmill and has depths of 5.4 to 5.7m alongside. The entrance channel, which is authorized for drafts up to 3.2m, leads off the inshore route.

Anchorage can be taken in depths of 8 to 11m, mud, on the SE side of Sandviken, close to the quay.

Granviken Anchorage, with depths of 6 to 9m, consists of an area lying N and on either side of Kojuluoto, an islet located 0.6 mile NNW of the quay at Sandvik.

**Haparanda** (65°50'N., 24°08'E.), a small Swedish frontier town, is situated on the W bank of the Tornealven River, 1.2 miles above the mouth. The depth in the river and the small harbor is only 1.5m. This town is connected by bridges to Tornio, a Finnish town standing on the E bank.

The boundary between Finnish and Swedish waters in this vicinity extends S, close to the meridian of 24°10'E (see paragraph 10.14).

(BA NP 20; Lloyds Ports) 7/02

Page 110—Lines 1 to 55/R; strike out.

(NIMA) 7/02

**COAST PILOT CORRECTIONS****COAST PILOT 1      32 Ed 2001      Change No. 8  
LAST NM 5/02**

Page 83—Paragraph 1527 to Page 84—Paragraph 1529; read:

**§169.5 What terms are defined?**

*Gross tons* means vessel tonnage measured in accordance with the method utilized by the flag state administration of that vessel.

*Mandatory ship reporting system* means a ship reporting system that requires the participation of specified vessels or classes of vessels, and that is established by a government or governments after adoption of a proposed system by the International Maritime Organization (IMO) as complying with all requirements of regulation V/8-1 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), except paragraph (e) thereof.

*Self-propelled ships* means ships propelled by mechanical means.

*Shore-based authority* means the government appointed office or offices that will receive the reports made by ships entering each of the mandatory ship reporting systems. The office or offices will be responsible for the management and coordination of the system, interaction with participating ships, and the safe and effective operation of the system. Such an authority may or may not be an authority in charge of a vessel traffic service.

(FR 11/20/01; CL 2000/01) 7/02

Page 84—Paragraph 1534; read:

**Note:** 50 CFR 224.103(c) contains requirements and procedures concerning northern right whale approach limitations and avoidance procedures.

(FR 11/20/01; CL 2000/01) 7/02

Page 84—Paragraphs 1551 to 1554; read:

**§169.120 When is the southeastern reporting system in effect?**

The mandatory ship reporting system in the southeastern United States operates during the period beginning on November 15 each year through April 16 of the following year.

**§169.125 What classes of ships are required to make reports?**

Each self-propelled ship of 300 gross tons or greater must participate in the reporting systems, except government ships exempted from reporting by regulation V/8-1(c) of SOLAS. However, exempt ships are encouraged to participate in the reporting systems.

(FR 11/20/01; CL 2000/01) 7/02

Page 84—Paragraphs 1557 to 1558; read:

**§169.135 How must the reports be made?**

(a) A ship equipped with INMARSAT C must report in IMO standard format as provided in §169.140 in table 169.140.

(FR 11/20/01; CL 2000/01) 7/02

Page 84—Paragraphs 1564 to 1565; read:

**§169.140 What information must be included in the report?**

Each ship report made to the shore-based authority must follow the standard reporting and format requirements listed in this section in table 169.140. Current email addresses and telex numbers are published annually in the U.S. Coast Pilot.

**TABLE 169.140—REQUIREMENTS FOR SHIP REPORTS**

| Telegraphy     | Function               | Information required  |
|----------------|------------------------|---|
| Name of system | System identifier      | Ship reporting system WHALESNORTH or WHALES-SOUTH.  |
| M              | INMARSAT Number        | Vessel INMARSAT number  |
| A              | Ship                   | The name, call sign or ship station identity, IMO number, and flag of the vessel.             |
| B              | Date and time of event | A 6-digit group giving day of month (first two digits), hours and minutes (last four digits). |

## COAST PILOT 1 (Continued)

|   |   |   |
|---|---|---|
| E | True course                               | A 3-digit group indicating true course.   |
| F | Speed in knots and tenths of knots        | A 3-digit group.  |
| H | Date, time and point of entry into system | Entry time expressed as in (B) and entry position expressed as—<br>(1) A 4-digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or<br>(2) True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark). |
| I | Destination and expected time of arrival  | Name of port and date time group expressed as in (B).   |
| L | Route information                         | Intended track.   |

(FR 11/20/01; CL 2000/01)

7/02

**COAST PILOT 2                      31 Ed 2001                      Change No. 6  
LAST NM 5/02**

Page 67—Paragraph 1198; read:

(e) The draw of the Metro North (Park Avenue) Bridge, mile 2.1, shall open on signal, except as provided in paragraph (b) of this section, from 10 a.m. to 5 p.m., if at least a four-hour advance notice is given by calling the number posted at the bridge.

(FR 12/4/01; CL 2099/01)

7/02

Page 101—Paragraphs 2476 to 2478; read:

**§169.5 What terms are defined?**

*Gross tons* means vessel tonnage measured in accordance with the method utilized by the flag state administration of that vessel.

*Mandatory ship reporting system* means a ship reporting system that requires the participation of specified vessels or classes of vessels, and that is established by a government or governments after adoption of a proposed system by the International Maritime Organization (IMO) as complying with all requirements of regulation V/8-1 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), except paragraph (e) thereof.

*Self-propelled ships* means ships propelled by mechanical means.

*Shore-based authority* means the government appointed office or offices that will receive the reports made by ships entering each of the mandatory ship reporting systems. The office or offices will be responsible for the management and coordination of the system, interaction with participating ships, and the safe and effective operation of the system. Such an authority may or may not be an authority in charge of a vessel traffic service.

(FR 11/20/01; CL 2000/01)

7/02

Page 101—Paragraph 2483; read:

**Note:** 50 CFR 224.103(c) contains requirements and procedures concerning northern right whale approach limitations and avoidance procedures.

(FR 11/20/01; CL 2000/01)

7/02

Page 101—Paragraphs 2492 to 2495; read:

**§169.120 When is the southeastern reporting system in effect?**

The mandatory ship reporting system in the southeastern United States operates during the period beginning on November 15 each year through April 16 of the following year.

**§169.125 What classes of ships are required to make reports?**

Each self-propelled ship of 300 gross tons or greater must participate in the reporting systems, except government ships exempted from reporting by regulation V/8-1(c) of SOLAS. However, exempt ships are encouraged to participate in the reporting systems.

(FR 11/20/01; CL 2000/01)

7/02

Page 101—Paragraphs 2498 to 2499; read:

**§169.135 How must the reports be made?**

(a) A ship equipped with INMARSAT C must report in IMO standard format as provided in §169.140 in table 169.140.

(FR 11/20/01; CL 2000/01)

7/02

Page 102—Paragraphs 2505 to 2506; read:

**§169.140 What information must be included in the report?**

Each ship report made to the shore-based authority must follow the standard reporting and format requirements listed in this section in table 169.140. Current email addresses and telex numbers are published annually in the U.S. Coast Pilot.

**TABLE 169.140—REQUIREMENTS FOR SHIP REPORTS**

| Telegraphy     | Function          | Information required                               |
|----------------|-------------------|--|
| Name of system | System identifier | Ship reporting system WHALESNORTH or WHALES-SOUTH. |

## COAST PILOT 2 (Continued)

|   |   |   |
|---|---|---|
| M | INMARSAT Number                           | Vessel INMARSAT number  |
| A | Ship                                      | The name, call sign or ship station identity, IMO number, and flag of the vessel.   |
| B | Date and time of event                    | A 6-digit group giving day of month (first two digits), hours and minutes (last four digits).   |
| E | True course                               | A 3-digit group indicating true course.   |
| F | Speed in knots and tenths of knots        | A 3-digit group.  |
| H | Date, time and point of entry into system | Entry time expressed as in (B) and entry position expressed as—<br>(1) A 4-digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or<br>(2) True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark). |
| I | Destination and expected time of arrival  | Name of port and date time group expressed as in (B).   |
| L | Route information                         | Intended track.   |

(FR 11/20/01; CL 2000/01)

7/02

**COAST PILOT 3                      35 Ed 2002                      Change No. 3**  
**LAST NM 5/02**

Page 80—Paragraph 1554 to Paragraph 1555, line 1; read:

(i) Tide tables published by private entities using data provided by the National Ocean Service.

(ii) Tidal current tables published by private entities using data provided by the National Ocean ...

(CL 1206/01; FR 06/25/01) 7/02

Page 84—Paragraphs 1719 to 1720; read:

(C) Tidal-Current tables published by private entities using data provided by the NOS, or river-current tables published by the ACOE or a river authority:

(D) Tide tables published by private entities using data provided by the NOS; and

(CL 1206/01; FR 06/25/01) 7/02

Page 97—Paragraphs 2293 to 2295; read:

**§169.5 What terms are defined?***Gross tons* means vessel tonnage measured in accordance with the method utilized by the flag state administration of that vessel.*Mandatory ship reporting system* means a ship reporting system that requires the participation of specified vessels or classes of vessels, and that is established by a government or governments after adoption of a proposed system by the International Maritime Organization (IMO) as complying with all requirements of regulation V/8-1 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), except paragraph (e) thereof.*Self-propelled ships* means ships propelled by mechanical means.*Shore-based authority* means the government appointed office or offices that will receive the reports made by ships entering each of the mandatory ship reporting systems. The office or offices will be responsible for the management and

coordination of the system, interaction with participating ships, and the safe and effective operation of the system. Such an authority may or may not be an authority in charge of a vessel traffic service.

(CL 2000/01; FR 11/20/01) 7/02

Page 97—Paragraph 2300; read:

**Note:** 50 CFR 224.103(c) contains requirements and procedures concerning northern right whale approach limitations and avoidance procedures.

(CL 2000/01; FR 11/20/01) 7/02

Page 98—Paragraphs 2317 to 2320; read:

**§169.120 When is the southeastern reporting system in effect?**

The mandatory ship reporting system in the southeastern United States operates during the period beginning on November 15 each year through April 16 of the following year.

**§169.125 What classes of ships are required to make reports?**

Each self-propelled ship of 300 gross tons or greater must participate in the reporting systems, except government ships exempted from reporting by regulation V/8-1(c) of SOLAS. However, exempt ships are encouraged to participate in the reporting systems.

(CL 2000/01; FR 11/20/01) 7/02

Page 98—Paragraphs 2323 to 2324; read:

**§169.135 How must the reports be made?**

(a) A ship equipped with INMARSAT C must report in IMO standard format as provided in §169.140 in table 169.140.

(CL 2000/01; FR 11/20/01) 7/02

**COAST PILOT 3 (Continued)**

Page 98—Paragraphs 2330 to 2331; read:

**§169.140 What information must be included in the report?**

Each ship report made to the shore-based authority must

follow the standard reporting and format requirements listed in this section in table 169.140. Current email addresses and telex numbers are published annually in the U.S. Coast Pilot.

**TABLE 169.140—REQUIREMENTS FOR SHIP REPORTS**

| Telegraphy     | Function                                  | Information required  |
|----------------|---|---|
| Name of system | System identifier                         | Ship reporting system WHALESNORTH or WHALES-SOUTH.  |
| M              | INMARSAT Number                           | Vessel INMARSAT number  |
| A              | Ship                                      | The name, call sign or ship station identity, IMO number, and flag of the vessel.   |
| B              | Date and time of event                    | A 6-digit group giving day of month (first two digits), hours and minutes (last four digits).   |
| E              | True course                               | A 3-digit group indicating true course.   |
| F              | Speed in knots and tenths of knots        | A 3-digit group.  |
| H              | Date, time and point of entry into system | Entry time expressed as in (B) and entry position expressed as—<br>(1) A 4-digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or<br>(2) True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark). |
| I              | Destination and expected time of arrival  | Name of port and date time group expressed as in (B).   |
| L              | Route information                         | Intended track.   |

(CL 2000/01; FR 11/20/01)

7/02

**COAST PILOT 4                      33 Ed 2001                      Change No. 13  
LAST NM 5/02**

Page 108—Paragraphs 2251 to 2253; read:

**§169.5 What terms are defined?**

*Gross tons* means vessel tonnage measured in accordance with the method utilized by the flag state administration of that vessel.

*Mandatory ship reporting system* means a ship reporting system that requires the participation of specified vessels or classes of vessels, and that is established by a government or governments after adoption of a proposed system by the International Maritime Organization (IMO) as complying with all requirements of regulation V/8-1 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), except paragraph (e) thereof.

*Self-propelled ships* means ships propelled by mechanical means.

*Shore-based authority* means the government appointed office or offices that will receive the reports made by ships entering each of the mandatory ship reporting systems. The office or offices will be responsible for the management and coordination of the system, interaction with participating ships, and the safe and effective operation of the system. Such an authority may or may not be an authority in charge of a vessel traffic service.

(CL 2000/01; FR 11/20/01)

7/02

Page 108—Paragraph 2258; read:

**Note:** 50 CFR 224.103(c) contains requirements and procedures concerning northern right whale approach limitations and avoidance procedures.

(CL 2000/01; FR 11/20/01)

7/02

Page 108—Paragraphs 2267 to 2270; read:

**§169.120 When is the southeastern reporting system in effect?**

The mandatory ship reporting system in the southeastern United States operates during the period beginning on November 15 each year through April 16 of the following year.

**§169.125 What classes of ships are required to make reports?**

Each self-propelled ship of 300 gross tons or greater must participate in the reporting systems, except government ships exempted from reporting by regulation V/8-1(c) of SOLAS. However, exempt ships are encouraged to participate in the reporting systems.

(CL 2000/01; FR 11/20/01)

7/02

Page 108—Paragraphs 2273 to 2274; read:

**§169.135 How must the reports be made?**

(a) A ship equipped with INMARSAT C must report in IMO standard format as provided in §169.140 in table

**COAST PILOT 4 (Continued)**

169.140.

(CL 2000/01; FR 11/20/01)

7/02

Page 109—Paragraphs 2280 to 2281; read:

**§169.140 What information must be included in the report?**

Each ship report made to the shore-based authority must

follow the standard reporting and format requirements listed in this section in table 169.140. Current email addresses and telex numbers are published annually in the U.S. Coast Pilot.

**TABLE 169.140—REQUIREMENTS FOR SHIP REPORTS**

| <b>Telegraphy</b> | <b>Function</b>                           | <b>Information required</b>   |
|-------------------|---|---|
| Name of system    | System identifier                         | Ship reporting system WHALESNORTH or WHALESSOUTH.   |
| M                 | INMARSAT Number                           | Vessel INMARSAT number  |
| A                 | Ship                                      | The name, call sign or ship station identity, IMO number, and flag of the vessel.   |
| B                 | Date and time of event                    | A 6-digit group giving day of month (first two digits), hours and minutes (last four digits).   |
| E                 | True course                               | A 3-digit group indicating true course.   |
| F                 | Speed in knots and tenths of knots        | A 3-digit group.  |
| H                 | Date, time and point of entry into system | Entry time expressed as in (B) and entry position expressed as—<br>(1) A 4-digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or<br>(2) True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark). |
| I                 | Destination and expected time of arrival  | Name of port and date time group expressed as in (B).   |
| L                 | Route information                         | Intended track.   |

(CL 2000/01; FR 11/20/01)

7/02

| Fujayrah Harbor—Berthing Information (2001)   |       |                           |       |            |                         |
|---|-------|---------------------------|-------|------------|-------------------------|
| Berth   | Depth | Maximum vessel dimensions |       |            | Remarks                 |
|   |       | Length                    | Draft | Size       |                         |
| No. 1   | 11.0m | 180m                      | 10.0m | 50,000 dwt | Containers. See Note 1. |
| No. 2   | 12.5m | 200m                      | 12.0m | 50,000 dwt | Containers. See Note 1. |
| No. 3   | 12.5m | 200m                      | 12.0m | 50,000 dwt | Containers. See Note 1. |
| No. 4   | 12.1m | 200m                      | 12.0m | 50,000 dwt | Containers.             |
| <p><b>Note 1.</b>—Larger vessels may be accommodated with 24 hours notice.</p> <p><b>Note 2.</b>—Movement restrictions at Berth No. 1 through Berth No. 4 are, as follows:</p> <ol style="list-style-type: none"> <li>1. Vessels drawing less than 11.5m—No restriction on movements.</li> <li>2. Vessels drawing between 11.5m and 12.0m—Movements allowed only between 5 hours before to 4 hours after predicted HW.</li> <li>3. Vessels drawing more than 12.0m—Movements allowed only with permission of the Harbormaster.</li> </ol> |       |                           |       |            |                         |